

The remaining rejection is the prior art rejection of claim 19. Claim 19 recites a door adapted to at least partially cover a doorway in a wall. The door comprises “a first door panel” and “a second door panel adapted to be mounted for translation in front of the doorway.” The door also includes “a hanging weight coupled to urge the second door panel to the second open position.” Further still, the claimed door includes “interfering protrusions provided on the first and second door panel arranged to move the second door panel toward the closed position as the first panel moves to the first closed position under the influence of the main drive mechanism.” The prior art does not teach the claimed subject matter.

As an initial matter, the obviousness rejection based on Hale et al. and Carlson et al. is improper, because no *prima facie* case has been established. The office action suggests that claimed door panels, drive mechanism, and hanging weight are shown in the prior art – positions with which the applicants respectfully disagree – however, the office action has pointed to no teaching in the prior art of the claimed “interfering protrusions.” Even in the context of an obviousness rejection, the prior art references must still teach or suggest all claim elements. MPEP §2143.03, citing In re Royka, 490 F.2d 981 (CCPA 1974). Absent this, there can be no obviousness rejection. The office action has pointed to no teaching of “interfering protrusions.” Thus, no *prima facie* case has been made.

Furthermore, even the grounds upon which the rejection is based do not support a finding of obviousness. Hale et al. teach a weight 14 attached to a central (or outermost) half of a bi-fold door to open the door. Carlson et al. also teach attaching a structure to the central panel to open the door. In Carlson et al., that structure includes a shaft 23, trolley 24, and cable 31 all operated by a motor 66. Even assuming *arguendo* that there were supportable grounds for combining the two documents, which the applicants maintain is not the case, at best Carlson et al. show structure that essentially nullifies the teachings of Hale et al. That is, with Carlson et al.’s motor, there would be no need for Hale et al.’s weight. Thus, there would be no teaching or suggestion to combine these two structures for simultaneous use. For this reason, not only has no *prima facie* case been shown, none could be shown.

If the Examiner is of the opinion that it would be beneficial to discuss this case in detail, please contact the below-signed representative.

Attached hereto is a marked-up version of the changes made to the specification and claims by the current amendment. The attached page is captioned "Version with markings to show changes made."

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Respectfully submitted,

By 

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**VERSION WITH MARKINGS TO SHOW CHANGES MADE**

Please amend claim 17 as follows:

17. A door adapted to at least partially cover a doorway in a wall, comprising:

a first door panel adapted to be mounted for translation in front of the doorway;

a second door panel adapted to be mounted for translation in front of the doorway, wherein the first door panel has a first open position in front of the second door panel, the second door panel has a second open position adjacent the doorway between the first panel and the wall, and the door is open when the first door panel and the second door panel are in the first open position and the second open position respectively, the first door panel and the second door panel [panels], respectively, having a first closed position and a second closed position relative to the doorway;

a main drive mechanism providing power for driving the first door panel from the first opened position to the first closed position; and

an auxiliary drive mechanism powered by the power provided by the main drive mechanism to provide coupled movement of the first and second panels during a first portion of the movement of the second door panel from the second opened position to the second closed position, wherein the movement of the second door panel is uncoupled from the movement of the first door panel during a second portion of the movement of the second door panel from the second opened position to the second closed position.